Condition of coaches in Venad and Parsuram Express

1515. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the coaches of the second class, first class and A/C chair car of the Venad and Parsuram Express are very old and are not periodically maintained;

(b) if so, the reasons for poor and improper maintenance; and

(c) how old the coaches of these trains are?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The coaches of the second class, first class and AC Chair car of the Venad and Parsuram Express are well within their useful economic life. They have undergone all prescribed schedule maintenance.

(b) Does not arise.

(c) The age profile ot the coaches in these trains is as under:—

Years	%age
Upto 10 years	77%
11-15 years group	15%
Above 15 years	8%
Total	100%

Production and Export of rice and wheat during 1996

1516. SHRI ONWARD L. NONGTDU: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantity of rice and wheat produced during the year 1996;

(b) the quantity of rice and wheat required for national consumption;

(c) the quantity of rice and wheat exported during the year, if any;

(d) whether there is a demand for Indian rice in the international markets; and

(e) if so, whether Government propose to export more rice next year?

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): (a) The production of rice and wheat is estimated to be 79.46 million tonnes and 62.62 million tonnes respectively during 1995-96.

(b) The normative requirement for foodgrains works out to about 191 million tonnes for the year 1996. Grain-wise requirements are not being worked out to inter-commodity substitution arising from their price differentials.

(c) The total quantity and value of wheat and rice exported during 1996-97 (April-Sept., 1996) is as under:

Commodity	Quantity (Tonnes)	Value (Rs. crores)
Rice (Basmati)	249043	554.16
Rice (Non-Basmati)	1108766	1051.67
Wheat	1078653	668.99

(d) Yes, Sir.

(e) Exports of rice are freely permitted without any quantity and price restrictions.

Import of Pyrazinamide

1517. SHRI MAHESHWAR SINGH: Will the Minister of CHEMICALS & FERTILIZERS be pleased to state:

(a) whether it is a fact that Pyrazinamide, an anti TB drug, is being imported on a large scale after the Budget this year and that its landed price vis-a-vis the landed price of intermediates imported for production of one kg. of Pyrazinamide, is not uniform;

(b) whether there is any discrimination in the levy of countervailing duty on intermediates and final product; and

(c) if so, the reasons therefor and the steps proposed to be taken for removal of this discrimination?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA): (a) To the extend information is available, quantity of Pyrazinamide imported into the country has been very small as compared to the indigenous

production. Pyrazinamide is a value added product of its intermediates. Therefore, its landed price vis-a-vis the lended price of intermediates imported for production of one kg. of Pyrazinamide can not be the same.

(b) and (c) Countervailing Duty (CVD) is applicable at present only in case of one intermediate namely 2-Cyanopyrazine used for the manufacture of Pyrazinamide. Matter relating to exemption of 2-Cyanopyrazine from CVD has been taken up with Ministry of Finance.

Linking of state capitals by Railway line

1518. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the State capitals which have not been linked with railway lines, so far;

(b) whether Government have any proposal to link all the State capitals with railway lines; and

(c) if so, the time by which the said proposal is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The following State Capitals have not been linked with Railway:—

	State	Capital
1.	Jammu & Kashmir	Srinagar
2.	Meghalaya	Shillong
3.	Arunachal Pradesh	Itanagar
4.	Nagaland	Kohima
5.	Manipur	Imphal
6.	Tripura	Agartala
7.	Mizoram	Aizawal
8.	Sikkim	Gangtok

(b) Yes, Sir. Construction of Kumarghat-Agartala new line has already been included in the budget 96-97 for connecting Agartala the capital of Tripura. Updating surveys have also been taken up for linking Itanagar the capital of Arunachal Pradesh and for Diphu-Karong as the first phase of the Line to Imphal — the capital of Manipur, in this direction.

(c) Over the coming years as per availability of resources.

National Committee for National Disaster Reduction

1519. SHRI RAMCHANDRAN PILLAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have appointed a National Committee for the National Disaster Reduction on the basis of the decision of the United Nations;

(b) whether the Committee has submitted its report; and

(c) if so, the recommendations thereof?

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): (a) to (c) The United Nations General Assembly has proclaimed the current Decade as International Decade for Natural Disaster Reduction (IDNDR), with the objective of reducing, through concerted international action, especially in the developing countries, loss of life, property damage and social and economic disruption caused by natural disasters. In furtherance of the objectives and strategies of the IDNDR, Government of India have constituted a National Advisory Council on the IDNDR for advising and overseeing the programmes and activities being undertaken during the Decade. The Advisory Council has not made any recommendations. However, the major programmes being undertaken in India for achieving the goals and objectives of the Decade include:—

(1) Setting up of a National Centre for Disaster Management and Disaster Management Faculties in identified State Training Institutes for developing human resources and encourage research and documentation in the field of disaster management.

(2) Observation of Disaster Reduction Day on the 2nd Wednesday of October.

(3) Public education and community awareness campaigns.